

1 RESOLUTION

2 of the

3 METROPOLITAN TRANSPORTATION BOARD

4 of the

5 BOARD OF DIRECTORS

6 of the

7 MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO

8 (R-05-05 MTB)

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10
11 **ADOPTING THE FISCAL YEAR 2006 UNIFIED PLANNING WORK**
12 **PROGRAM FOR TRANSPORTATION PLANNING IN THE**
13 **ALBUQUERQUE METROPOLITAN PLANNING AREA.**
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20 WHEREAS, the Mid-Region Council of Governments is the designated Metropolitan
21 Planning Organization for the Albuquerque Metropolitan Planning Area; and

22 WHEREAS, federal laws and regulations require an annual Unified Planning Work
23 Program that describes current transportation planning activities and those scheduled for the
24 coming fiscal year; and

25 WHEREAS, a draft FY2006 Unified Planning Work Program has been prepared by the
26 MRCOG staff in consultation with representatives of the U.S. Department of Transportation,
27 the New Mexico Department of Transportation, and the local transit provider, the City of
28 Albuquerque Transit Department; and

29 WHEREAS, the draft FY2006 Unified Planning Work Program has been reviewed and
30 endorsed by the Metropolitan Transportation Board's Transportation Coordinating Committee;
31 and

32 WHEREAS, the Metropolitan Transportation Board is responsible for all policies and
33 related work programs of the Mid-Region Council of Governments including the Unified

34 Planning Work Program for transportation planning in the Albuquerque Metropolitan Planning
35 Area.

36 NOW, THEREFORE BE IT RESOLVED by the Metropolitan Transportation Board of
37 the Mid-Region Council of Governments of New Mexico that:

38 1. The Fiscal Year 2006 Unified Planning Work Program is adopted.

39 2. The Board of Directors of the Mid-Region Council of Governments is requested to
40 concur with the 2006 Unified Planning Work Program for the Albuquerque Metropolitan
41 Planning Area.

42 3. The Executive Director of the Mid-Region Council of Governments is authorized to
43 submit the final Fiscal Year 2006 Unified Planning Work Program to the New Mexico
44 Department of Transportation and the U.S. Department of Transportation's Federal Highway
45 Administration and Federal Transit Administration.

46 4. The Executive Director is authorized to execute the required contracts necessary to
47 implement the Fiscal Year 2006 Unified Planning Work Program for the Albuquerque
48 Metropolitan Planning Area.

49 5. Certification is given by the Mid-Region Council of Governments, with respect to its
50 application for assistance pursuant to Section 5303 of the Public Law 103-272 and Title 49,
51 Chapter 53 of the U.S. Code of Federal Regulations as amended, filed with the New Mexico
52 Department of Transportation, that the recipient has complied with the provision of 49 CFR 17,
53 Intergovernmental Review of Department of Transportation Programs and Activities.

54 PASSED, APPROVED, AND ADOPTED this 17th day of March 2005 by the
55 Metropolitan Transportation Board of the Board of Directors of the Mid-Region Council of
56 Governments of New Mexico.

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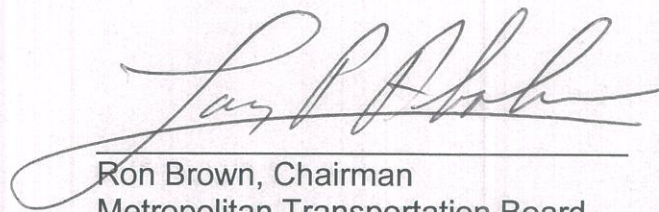
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ATTEST:

Lawrence Rael
Executive Director


Ron Brown, Chairman
Metropolitan Transportation Board

For Ron Brown



UNIFIED PLANNING WORK PROGRAM

TRANSPORTATION PLANNING ACTIVITIES IN THE ALBUQUERQUE METROPOLITAN PLANNING AREA

**FISCAL YEAR 2006
(JULY 1, 2005 TO JUNE 30, 2006)**

FINAL DRAFT

**MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO
809 COPPER NW, ALBUQUERQUE, NEW MEXICO 87102**

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UNIFIED PLANNING WORK PROGRAM

TRANSPORTATION PLANNING ACTIVITIES IN THE ALBUQUERQUE METROPOLITAN PLANNING AREA

**FISCAL YEAR 2006
(JULY 1, 2005 TO JUNE 30, 2006)**

Preparation of this report was financed in part through funds made available
by the New Mexico Department of Transportation in
cooperation with the U. S. Department of Transportation Federal Highway Administration
and Federal Transit Administration

**MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO
809 COPPER NW, ALBUQUERQUE, NEW MEXICO 87102**

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Area - For Coordination Purposes

Albuquerque Metropolitan Planning Area
FY 2006 UNIFIED PLANNING WORK PROGRAM
(July 1, 2005 - June 30, 2006)

Introduction

The Unified Planning Work Program (Work Program) identifies transportation planning priorities for the Albuquerque metropolitan area and allocates staff resources to specific issues and projects. It also aids the local, State, and Federal agencies to coordinate urban transportation planning activities. Under Federal regulation, a Work Program must be developed each year for the Albuquerque Metropolitan Planning Area (MPA).

The Mid-Region Council of Governments (MRCOG) is the metropolitan planning organization (MPO) for the MPA. As a result, MRCOG is responsible for developing the MPA's Work Program. The Work Program is developed in cooperation with the City of Albuquerque Transit Department (the designated transit provider), the New Mexico Department of Transportation (NMDOT), and the Federal Highway and Transit Administrations. MRCOG's Metropolitan Transportation Board (MTB) concurs with the Work Program, which is adopted by the MRCOG's Board of Directors.

The tasks and subtasks to be accomplished and developed under this Work Program are listed in Table 1. Activity details are provided in the pages that follow. Information about the transportation planning process in the MPA and other material are provided in the Appendices.

MPO accomplishments in FY2005 include:

- Further development of the Regional Transit District in the MRCOG area
- Amendments to the 2025 MTP and TIP to address State funding initiatives
- Completion of the Intelligent Transportation System Regional Plan
- Continued work on the Commuter Rail initiative
- Support to the City of Albuquerque Transit Department's Central Avenue Corridor Transit project
- Updates to the MRCOG Land Use Analysis Model and use of the model to enhance the ability to monitor and project the impact of potential land use and development proposals and plans.
- A major update to the Long Range Bikeway System map
- Development of 2004 population estimates
- Distribution of the results of the digital orthophotography project
- Technical support to
 - City of Albuquerque Transit Department
 - I-40/Coors Interchange reconstruction project
 - I-40/West Central Interchange reconstruction project
 - University Boulevard Extension

- Completion and approval of an update to the Transportation Improvement Program Policies and Procedures that reflects the work of the STIP Working Group.
- Development of a proposal for a Safe Routes to School grant program
- Expansion of the AMPA boundary to include the Village of Los Lunas in Valencia County
- Development of the United We Ride pilot project
- Initiation work on a long range transportation plan for Valencia County

Under the FY2006 Work Program, the following activities will be the MPO's planning priorities in the coming year:

- Full implementation of the Regional Transit District in the urban area and surrounding region
- Initiation of commuter rail service between Belen and Bernalillo
- Continued support to the City of Albuquerque Transit Department's Central Avenue Corridor Transit project
- Initiation of a Safe Routes to School grant program
- Initiation of additional public transportation coordination in Valencia County as a result of the United We Ride activities
- Development of a methodology to address pedestrian needs in the region and subsequent documentation for planning purposes.
- Development of the 2035 Metropolitan Transportation Plan
- Triennial Certification Review early in calendar year 2006
- Planning efforts related to the Bosque Trails Plan initiative

Issues Addressed in the Planning Process

TEA-21 has replaced the 16 planning factors originating in ISTEA with seven planning emphasis areas. Each of the seven emphasis areas is discussed below in its relation to the MPA planning process.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency: MRCOG transportation planning initiatives continue to consider the economic vitality of the Albuquerque Metropolitan Planning Area. To facilitate this emphasis area, staff participates on economic development boards and committees throughout the region. In addition, representatives of the Economic Forum and the local Chambers of Commerce participate in the Public Involvement Committee. In 2004, MRCOG began acting as the administrator for the local Workforce Investment Act activities. These staff contacts provide MRCOG with the opportunity to assess the economy-related needs of the transportation system and respond to those needs appropriately. Meeting the mobility needs of the workforce as well as goods movement provides ample opportunities to expand the MPA's competitiveness in the global economy.

2. Increase the safety and security of the transportation system for motorized and non-motorized users: Safety is an important factor in the transportation system and is considered at both the project and area-plan levels. For example, safety considerations accounted for a large part of the

need for reconstruction of the I-40/Coors interchange and are routinely considered as part of the analyses for public transportation, bicycle and roadway projects. At the area-plan level, the Walking/Bicycling Advisory Group provide an opportunity to obtain citizen and staff input regarding pedestrian and bicycling safety issues for specific projects as well as input to plans and the planning process. MRCOG also provides crash data as part of the region-wide statistics available in *Local Motion*. In addition, MRCOG is moving forward to develop a Safe Routes to School program in the urban area which will address site-specific needs in this area.

3. Increase the accessibility and mobility options available to people and for freight: To the extent possible, all MPA transportation planning efforts work towards ensuring that accessibility and mobility options are considered and moved forward. The Accessibility model activity is specifically aimed at identifying ways to increase the accessibility of the transportation system to citizens. Combined with demographic data, this work enables planning for specific target populations and communities. The Commuter Rail and United We Ride projects are also designed to provide people in the region with more mobility options. The City of Albuquerque's Central Avenue Corridor project is also intended to provide these kinds of options.

4. Protect and enhance the environment and promote energy conservation and improved quality of life: One of the more important goals of the transportation planning process is ensuring that the transportation system is responsive to environmental considerations such as air quality. Staff continues to work towards assuring that the maintenance status for carbon monoxide and to monitor air quality issues related to ozone. Current and trend data concerning these issues are provided by MRCOG in *Local Motion*. In addition, MRCOG is a signatory of the memorandum of understanding forming the Land of Enchantment Clean Cities Corridor program. NEPA requirements are met by local governments at the project development level.

5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight: MRCOG planning efforts continue to be multimodal as well as intermodal in nature. This includes ensuring the connectivity of the transportation system for goods movement as well as the mobility of the traveling public. The Walking/Bicycling Advisory Group meets regularly to discuss bicycle and pedestrian issues and to assure that PIC and TPTG have vital information regarding bicycle and pedestrian concerns prior to updates to the Long Range System maps and the TIP. During the past year, the W/BAG has focused on developing a major update to the Long Range Bikeway System map. MPO staff also coordinates closely with the New Mexico State Bicycle/Pedestrian/Equestrian committee. The Commuter Rail and United We Ride projects are also targeted to addressing integration and connectivity issues in the transportation system. In addition, the City of Albuquerque's Central Avenue Corridor project is also intended to provide these kinds of options.

6. Promote efficient system management and operation: Efforts related to system management and operation are similar to those concerned with system preservation: the emphasis for both is ensuring that the system functions in an efficient manner. The MPO's planning activities include assessing the efficiency of the current system prior to recommending capacity improvements in the MTP. Levels of congestion are also taken into consideration during the TIP project scoring

process. The MPO has implemented a Congestion Management System and continues to provide technical support and coordination for Intelligent Transportation System planning and projects.

7. Emphasize the preservation of the existing transportation system: Ensuring the adequacy of the existing infrastructure is critical to continuation of the transportation system. MRCOG continues to focus on preserving infrastructure, emphasizing it in the goals which guide development of the MTP. In fact, the majority of public funds for roadways in the 2025 MTP is devoted to preserving past investments through reconstruction and rehabilitation projects. This same emphasis is expected to be present in future MTP's and TIP's.

In addition, the FTA and FHWA identify Planning Emphasis Areas annually to promote priority themes for consideration in Statewide and metropolitan planning work programs proposed for FTA and FHWA funding. Currently, six key planning themes have been identified. The relationship of proposed activities in the AMPA in FY2006 to these themes is discussed below.

Consideration of safety and security in the transportation planning process. Safety and security are addressed throughout the transportation planning process in the AMPA. Safety issues have prompted MRCOG to pursue the development of a Safe Routes to School program which will assist local schools in identifying and funding site-specific changes to enhance the safety of children walking or bicycling to and from school. In addition, see our response to Planning Factor 2 above.

Linkage of the planning and NEPA processes. MRCOG continues to seek ways to enhance the linkage between the planning and NEPA processes. This is an important aspect of the technical support that MRCOG provides to local studies. Participating on study teams enables us to bring to the table valuable information about the planning process, to reinforce its importance to NEPA and to bring the results of the NEPA activities back to the planning process. In addition, MRCOG staff participated in FY2005 in a workshop hosted by the NMDOT which addressed this issue and will continue to assist in implementing the results of that effort.

Consideration of management and operations within planning processes. Operations and management are always critical to the identification and inclusion of projects in the Metropolitan Transportation Plan and funding of the projects in the Transportation Improvement Program. In addition, in the past year MRCOG has completed a Intelligent Transportation System Implementation Plan for the AMPA and is actively pursuing additional Federal funds to implement this plan on the interstate system as quickly as possible. The recommendations from the ITS Plan will form a critical element in the 2035 MTP being developed during FY2006.

State DOT consultation with non-metropolitan local officials. While the MRCOG serves the AMPA as the Metropolitan Planning Organization, it also serves the larger MRCOG region as the regional planning organization. In this capacity, it provides a forum for, and actively encourages, discussions between New Mexico DOT and non-metropolitan local officials.

Enhancement of the technical capacity of planning processes. During the past year, MRCOG has enhanced its data collection ability to provide intersection bicycle and pedestrian counts and to

intensify the travel time/speed data collection effort. This data is the kind of information that MRCOG uses as it looks at potential MTP and TIP projects. Also during this past year, the TIP Policies and Procedures have been revised to reflect a stronger emphasis on MRCOG's data and forecasting capabilities in evaluating proposed TIP projects. This process shift places a stronger emphasis on using MRCOG's technical capacity directly in the TIP prioritization process. In addition, MRCOG continues to enhance its modeling capabilities to provide technical support to development of the 2035 MTP.

Coordination of human service transportation. The United We Ride – New Mexico (Task 5.3) pilot project in Valencia County addresses the need to coordinate transportation provided by human service department. The New Mexico Departments of Transportation and Human Services are co-chairs of an effort to implement coordinated publicly funded transportation services within every New Mexico County. This pilot program for the state has been established in Valencia County will develop a needs assessment, identify coordinated transportation organizational structures, development any draft legislation that may be needed to eliminate conflicts between policies of different departments, and finally result in implementation of a coordinated transportation services program in Valencia County. Success in Valencia County will enable MRCOG to look at applying a similar approach throughout the four-county region.

Table 1. FY2006 Work Program Activity Matrix

2006-1 Management & Administration	1.1	Program Management
	1.2	MPO/NMDOT Liaison Program
	1.3	Information Distribution
2006-2 Data, Mapping & Technical Services	2.1	Traffic Monitoring Program
	2.2	Digital Orthophotography
	2.3	Socioeconomic Data & Forecasting
	2.4	Travel Analysis & Forecasting
	2.5	GIS Technical Services
	2.6	Environmental Justice Analysis
	2.7	Development Proposal Review
	2.8	Study Team/Project Technical Support
	2.9	Modeling Environment
2006-3 Long Range Planning	3.1	Metropolitan Transportation Plan (MTP)
	3.2	Bicycle/Pedestrian Planning
	3.3	ITS Regional Planning
	3.4	Transit Planning
	3.5	Air Quality Planning
2006-4 Short Range Planning, Programming & Implementation	4.1	Transportation Improvement Program (TIP)
	4.2	Congestion Management System
2006-5 Special Studies & Projects	5.1	Regional Transit District
	5.2	Commuter Rail Service
	5.3	United We Ride – New Mexico
	5.4	Valencia County Mobility Plan

2006-1: MANAGEMENT & ADMINISTRATION

OBJECTIVE: To manage the collaborative regional transportation planning environment in such a way that the information gathered and analyzed in 2006-2 is effectively utilized to make and implement sound decisions in an open and collaborative process.

GENERAL DESCRIPTION: Under this activity, MRCOG provides overall program direction, coordination and administrative support to MPO staff as well as the various committees involved in the planning process. This task assures MPO compliance with Title 23 USC, 134 and 49 CFR 450 and this effort ensures the continuing, cooperative, and comprehensive transportation planning process for the Metropolitan Planning Area. This includes the activities under the NMDOT/MPO liaison program. Overall, this task emphasizes collaboration between the participants in the transportation planning process (community members, agency staff, and officials) and includes the distribution of information to officials and citizens.

1.1 Program Management

1.1.A Metropolitan Transportation Planning Process

The emphasis of this subtask lies in facilitating the regional process for making decisions about transportation issues, specifically through the Metropolitan Transportation Board (MTB) and its advisory committees. MPO staff work to involve, in a meaningful way, concerned parties who represent diverse interests and to provide a holistic approach to the consideration of the various transportation modes. In addition, staff provides comprehensive analyses to decision makers to enable them to make informed decisions. Staff also manages the public participation process, including enacting various strategies to encourage participation from a cross-section of the community.

Activities Completed in FY2005:

- Presentations were provided to MRCOG transportation committees regarding the status of transportation studies and the pertinent findings, with MTB requested to take formal action, as appropriate
- Facilitated communication between FHWA, local agencies and the NMDOT
- Analysis of proposed MTP and TIP actions were provided to policy makers
- Coordinated with the regional planning organization process for the MRCOG area lying outside the metropolitan planning area boundaries.
- Expanded urban boundary to include the Village of Los Lunas and achieved local and State approval
- Completed and received approval for the update to the MPO Public Involvement Procedures

FY2006 Products/Measures of Effectiveness

- Provide or arrange for presentations to MPO transportation committees regarding transportation issues in the urban area
- Ensure that MTB and its pertinent advisory committees receive information and briefings regarding transportation issues relevant to the urban area

- Continue to coordinate with the RPO process for those portions of the MRCOG outside the MPA
- Coordination and consultation with NMDOT, local agencies and the NMDOT will continue regarding funding issues, long range plans, transportation improvement programs and major corridor studies
- Outreach to freight operators, inter-regional transit, rail providers, and air cargo carriers to identify ways to empower these groups in the transportation planning process and institutionalize their involvement

1.1.B Administrative Support

This activity provides for administration and monitoring of the program, coordination with NMDOT, computer and network equipment and support, administrative staff support and staff management. The MRCOG, as the designated MPO, is subject to triennial review by the U.S. DOT. Activities in this subtask include preparation for upcoming certification reviews and activities to address review findings or recommendations.

Activities Completed in FY2005:

- Quarterly reports for FY2005 were submitted to the State, FHWA and FTA within 25 days of the end of each quarter
- The FY2006 Work Program was completed, approved by the MRCOG Board, and provided to NMDOT for inclusion in the state-wide Work Program
- Support to the planning process continued
- The MRCOG inventory of software, related books and licenses was maintained
- New hardware and software was configured and installed, as needed
- A Performance and Monitoring Report for FY2004 was provided to FHWA
- The move to a new building was successfully completed with a minimum of disruption

FY2006 Products/Measures of Effectiveness:

- Quarterly reports for FY2006 will be submitted to the State, FHWA and FTA by the 25th of the month following the end of each quarter
- The FY2007 Work Program will be completed and submitted for Board approval
- Support to the planning process will continue
- Support to the MPO computer environment will be provided
- New hardware and software will be configured and installed, as needed
- Inventory of software, related books and licenses will be maintained
- Performance and Monitoring Report for FY2005 will be provided to FHWA

1.2 MPO/NMDOT Liaison Program

This activity provides for an employee whose responsibility is to act as a liaison between the MRCOG, in its role as the MPO, and the NMDOT Planning Section and District 3. This person serves as the primary point of contact for the NMDOT for all planning and programming related activities within the MPO boundaries; coordinates the development of the TIP and STIP between the MPO and the NMDOT; coordinates planning activities between the MPO, NMDOT District 3, and the NMDOT Transportation Planning Division; serves on relevant MPO committees and participates in the MPO plan and process development activities; provides review and comments on relevant processes and documents for both the MRCOG and the NMDOT; and provides information to the MPO, local governments, and NMDOT committees, boards and commissions.

Activities Completed in FY2005:

- Continued coordination with the MPO, NMDOT Planning Division and NMDOT District Three
- Provided comments to the MPO, local governments and NMDOT committees, boards and committees regarding transportation planning and processes, as appropriate
- Continued to act as chair of the MPO's Transportation Program Task Group
- Continued to facilitate the flow of information between the MPO and member agencies for all transportation planning process topics, emphasizing coordination with the NMDOT regarding TIP and STIP issues
- Completed the work of the STIP Working Group and developed recommendations for modifications to the TIP/STIP development and amendment processes that were adopted by the MTB and implemented by the NMDOT Planning Bureau
- Coordinated refinements to NMDOT/MPO contracting and billing procedures

FY2006 Products/Measures of Effectiveness

- Continue to provide comments to the MPO, local governments and NMDOT committees, boards and committees regarding transportation planning and processes, as appropriate
- Continue to act as chair of the MPO's Transportation Program Task Group
- Continue to monitor implementation of the STIP Working Group recommendations and facilitate the flow of information regarding TIP and STIP modifications
- Continue to monitor contracting and billing procedures and coordinate refinements as necessary
- Continue to identify ways to improve coordination and communication between all participants in the metropolitan transportation planning process
- Coordinate with and assist the NMDOT to effectively participate in the MTP development process
- Coordinate with and assist the MPO and NMDOT with the Triennial Certification Review

1.3 Information Distribution

MRCOG serves as an important resource for information about transportation data, trends and related statistics in the MPA and the transportation planning process. Sources of information include the 1992 Household Travel Survey, U.S. Census Journey-to-Work data, MRCOG models, traffic count data on streets and intersections, CMS data, and staff-produced VMT trend analyses. MPO staff compiles information while also meeting special requests. The information is provided to MRCOG's and other planning committees, the real estate industry, the business community, students, members of the public, elected officials, local, state and federal government agencies, administrators and planners at University of New Mexico and Albuquerque Public schools, consultants, and others. Venues for distributing information range from MRCOG newsletters to small group presentations and project specific Open Houses to MRCOG's web site. Every effort is made to make the information provided as understandable as possible.

Activities Completed in FY2005:

- A workshop was hosted on Regional Economic Modeling capabilities of MRCOG with the REMI Models, Inc. and constituents were shown how impact analyses might help their projects
- The socioeconomic data services section of the website was updated to make navigation easier and data provided was updated as well
- Census Transportation Planning Package (CTPP) data were analyzed and presented on the MRCOG website to highlight specific commuting trends and behaviors

FY2006 Products/Measures of Effectiveness

- The Socioeconomic Forecasting Methodology for the 2035 MTP will be recorded in a document that presents the new MRCOG Dasz datasets for 2005, 2035 and potentially for the years forecast in between
- Census and other data will continue to be compiled and presented in the form of reports and documents to the public as appropriate
- MPO staff will continue to facilitate information-sharing between member agencies
- MPO staff will identify new types of information and formats and outlets for distribution and begin disseminating information using these new approaches
- Further enhancements will be made to the MRCOG web site to increase ease of use and the range of information available
- Continue to disseminate products to the public pertaining to Census and other MRCOG datasets
- Information will be distributed to the public about MRCOG data, products and services, as appropriate

2006-2: DATA, MAPPING AND TECHNICAL SERVICES

OBJECTIVE: To maintain a high quality technical environment and provide accessible and pertinent information to the MPA transportation decision making process.

GENERAL DESCRIPTION: The MRCOG collects, assimilates, generates and maintains a considerable amount of data and information necessary to support modeling, programming and project development activities in the region. This includes data that is collected as part of routine programs like traffic monitoring and the 2000 Census, as well as information produced in one of the many MRCOG modeling environments, such as socioeconomic forecasts, traffic projections, and accessibility-based market profiles. This data is captured, processed and subsequently used in identifying transportation issues, proposing solutions, and evaluating the activities that are subsequently implemented. Activities under this task range from data collection, forecasting and technical support to enhancing the modeling and planning environment.

2.1 Traffic Monitoring Program

This task includes collecting and processing traffic data for routine monitoring of the transportation network, and special needs traffic counts. Directional volume data is collected on all major roads in the MPA. Data collection is conducted systemwide as well as at targeted locations and includes traffic counts, vehicle classification, bike/pedestrian counts, and intersection turning movements. GIS coverages are updated annually to monitor changes in transportation network improvements and modifications. Data are transmitted to the State in support of the New Mexico Traffic Monitoring System, Highway Performance Monitoring System, and the Traffic Monitoring System for Highways and National Highways System, and to local agencies for use in transportation planning activities. Data are used to develop the annual Traffic Flow Map for the MPO and annual traffic monitoring statistics for the MPA.

Activities Completed in Calendar Year 2004:

- The bicycle and pedestrian data collection effort was fully implemented. 150 counts were collected
- 899 traffic volume counts were collected
- 124 vehicle classification counts were completed
- 155 intersection turning movement counts were performed
- 144 special counts were completed
- 57 requests for count data were filled
- 2003 Traffic Flow Map was completed and distributed
- 2005 Traffic Counts Schedule was prepared
- Intersection count data was prepared for APS for use in safety analysis

FY2006 Products/Measures of Effectiveness:

- Bicycle and pedestrian data collection effort will continue
- Traffic volume counts, vehicle classification counts and intersection movement counts will be completed following the traffic counts schedule
- Special counts will be completed as requested

- The 2004 Traffic Flow map will be completed and distributed
- *Local Motion 2004* will be published

2.2 Digital Orthophotography

Under this task, MRCOG works with state and local agencies and other interested parties to acquire and distribute regional digital orthophotography and digital terrain model data on a two-year cycle. MRCOG also manages a contract for on-demand services as needed for orthophotography and obtains existing orthophotography from other agencies for transportation planning. Orthophotos are utilized for mapping and geographic information technology applications, to update land use inventories, establish modeling network alignments, and evaluate the feasibility of transportation alternatives, as well as for public involvement activities.

Activities Completed in FY2005:

- Received delivery from contractor for 2004 digital orthophotography and associated terrain data for Bernalillo County east of the Rio Puerco, Valencia County, Southern Santa Fe, and Central Tarrant County. Data was distributed to project cooperators including the NMDOT, City of Albuquerque, Bernalillo County, AMAFCA, Pueblo of Isleta, Village of Los Lunas, US Geological Survey, Sandia National Laboratory, Kirtland Air Force Base, Middle Rio Grande Conservancy District, and Valley Improvement Association.
- Provided MRCOG staff with network access to the new 2004 orthophotography
- Continued management of the contract for professional services for digital orthophotography for on-demand services, including imagery for a portion of Sandoval County
- Began planning and coordination activities for the proposed acquisition of orthophotography in Spring 2006

FY2006 Products/Measures of Effectiveness:

- Manage a contract for professional services for the acquisition and production of digital orthophotography
- Acquire regional digital orthophotography, as funding permits, in the Spring of 2006 and begin production of products for delivery in early FY 2007
- Coordinate with local, state and federal agencies on digital orthophotography acquisition projects
- Distribute data to requesting governments, agencies and interested parties
- Discuss potential for identifying a permanent funding source for orthophotography in the AMPA

2.3 Socioeconomic Data and Forecasting

Under this subtask MRCOG staff maintains socioeconomic and related data which provide a basis for preparing and publishing socioeconomic forecasts. The resulting datasets are critical to the development and analysis of the long range transportation plan and short-range transportation improvement program as well as being instrumental in the transportation forecasting process.

Activities Completed in FY2005:

- Completed the processing of 2000 data from the CTPP and prepared documentation for dissemination to staff and on the MRCOG website
- Developed summaries of selected Census data for member agencies, as requested
- Prepared 2003 population estimates for counties and municipalities
- Updated the 2000 DASZ dataset to develop a 2004 DASZ dataset that will serve as the 2035 MTP base dataset.
- Updated existing land use layer to 2004 using the products from the digital orthophotography activity and development review cases
- Updated the MRCOG Land Use Analysis Model (LAM) with model enhancements
- Updated LAM layers with data on known development projects and future proposals in preparation for a series of future socioeconomic datasets for the 2035 MTP
- Prepared alternative socioeconomic datasets for traffic forecasts and area studies
- Maintained and updated socioeconomic databases
- Performed economic analyses with the REMI Insight Model inc.

FY2006 Products/Measures of Effectiveness

- Finalize and document the MRCOG DASZ forecast datasets for the region including tribal areas and areas outside of LAM forecasting capacity
- Generate specific population, housing, and employment forecasts upon request
- Maintain and update existing demographic and socioeconomic datasets
- Collect and analyze new data as it is released, including census data; new construction and mobile home permits; zoning and development proposals and employment statistics
- Consider future needs for model enhancements
- Advise regional economic development proposals through impact analyses with REMI
- Develop the concept of establishing a Data Clearinghouse at MRCOG and propose strategies for efficient data storage, naming conventions, and public dissemination
- Provide support to the development of the 2035 MTP

2.4 Travel Analysis and Forecasting

Under this subtask, MPO staff provides technical forecasting assistance to member agencies and the NMDOT on a variety of projects and studies. This element may include travel model forecasting assistance on smaller projects not listed specifically in the Work Program. A list of major projects to which MRCOG provided support in FY2005 is provided below under Task 2.8.

Activities Completed in FY2005:

- Technical support and forecasts were provided for intersections along Coors Blvd South
- Forecasts were completed for requesting member agencies
- EMME/2 multi-path select link analyses were performed for forecasts
- Meetings to present and discuss forecasts were held with the stakeholders for each project and forecasts were further refined to fit specific needs
- Users of MRCOG forecasts and model output were trained in software and analysis methods to increase effectiveness and utilization of MRCOG products
- Forecast recipients were educated regarding proper and improper uses of travel demand output
- MPO staff enhanced the forecast products and the level of analysis provided by using M2Probe/Accessibility model tools such as select link analysis, minimum paths and travel time contours
- Travel model and Mobile 6.2 EPA Emissions model outputs were used as inputs to a ranking system that was created for evaluating proposed TIP projects

FY2006 Products/Measures of Effectiveness

- Forecasts will be completed in the time frame required by the affected study
- The forecasting product will be enhanced, as appropriate
- Clients and consultants will be further encouraged to acquire the software used to analyze model output and MRCOG staff will train them in its utilization
- MRCOG staff will continue to emphasize appropriate use of travel demand data to users, highlighting limitations as well as benefits
- Travel model outputs will continue to be used for analyzing TIP projects, as appropriate
- The model will be instrumental in development of the 2035 MTP

2.5 GIS Technical Services

Under this subtask, MRCOG provides GIS coverages and data for all networks, boundaries, traffic links, signalized intersections and intermodal facilities that relate to transportation planning in the MPA. This includes GIS analytical and cartographic support for system-wide, subarea and corridor technical studies; maintaining the long range system maps, roadway functional classification system and traffic flow map; and producing map products for local governments. Staff also works to expand and build regional databases to support transportation and land use planning and provides GIS technical assistance to local governments and transit agencies.

Activities Completed in FY2005:

- Provided mapping and GIS support for planning initiatives including commuter rail planning, Albuquerque-Santa Fe Alternatives Analysis, United We Ride Project, regional transit district planning, Valencia County Mobility Plan, and regional bike trail planning
- Supported staff with address-matching for socioeconomic data maintenance
- Produced maps for the 2004 "Local Motion" Document and 2003 Traffic Flow Maps
- Completed draft Long Range Bikeway System Map with Walking and Biking Advisory Group recommendations
- Provided mapping support to local governments including the City of Albuquerque, Village of Los Ranchos, Town of Bernalillo, Village of Corrales, and the Village of Tijeras
- ArcGIS software utilizing the COA license manager was loaded on two MRCOG GIS staff computers; ArcView 9.0 upgrades were acquired from ESRI and made available to MRCOG staff upon requested; and staff was trained in ArcGIS metadata development.

FY2006 Products/Measures of Effectiveness

- Provide GIS support for long range transportation plans and planning initiatives
- Continue to upgrade the GIS software environment and provide support for MRCOG technical staff
- Further modifications to the Long Range Bikeway System, as necessary

2.6 Environmental Justice Analysis

This task utilizes tools designed to identify environmental justice issues at the regional and project levels. It also provides a means to assess the adequacy of current strategies to address these concerns. This is a two pronged effort to address public involvement activities as well as assessment techniques to be applied to the TIP and MTP. Additional strategies are identified and implemented as appropriate.

Activities Completed in FY2005:

- Environmental justice analyses were performed for
 - the MTP Amendment
 - preliminary data generation and analysis for the 2006-2011 TIP
 - the Commuter Rail project
 - other technical studies and assessments
- The accessibility analysis for EJ assessment was enhanced with the development of additional socioeconomic datasets used by the Transportation Accessibility Model
- Diverse public involvement strategies were implemented during the year as needed with the goal of expanding general public outreach.

FY2006 Products/Measures of Effectiveness

- Environmental justice analyses and findings will be developed for MPO products such as the 2035 MTP, the 2006-2011 TIP, and other activities, as appropriate
- The accessibility analysis for EJ assessment will be enhanced to relate socioeconomic and demographic data to transportation system functionality.
- Data and tools provided to local governments will be enhanced, as appropriate
- Data collection and evaluation efforts will continue
- Demographic and socioeconomic profiles of historical, current and forecast data will be analyzed specifically for populations targeted by the EJ Program in relation to transportation service by mode

2.7 Development Proposal Review

Under this task, MPO staff reviews local development proposals to assure consistency with established development and transportation plans and policies, including access policies established by the MTB.

Activities Completed in FY2005:

- Written comments were provided on a weekly basis to local planning and zoning commissions
- Provided assistance to local governments in resolving conflicts between proposed developments and transportation plans and policies. General issues included the identification of implications of certain development proposals relative to MRCOG transportation analysis and planning documents.

FY2006 Products/Measures of Effectiveness

- Provide written comments to local planning and zoning commissions.
- Provide assistance to local governments in resolving conflicts between proposed development and transportation plans and policies.

2.8 Study Team/Project Technical Support

This element includes technical and programming support to local governments and state agencies. This assistance may include a range of activities such as providing input to study teams; programming funds; land use, environmental justice, accessibility, ITS and regional air quality analyses; regional transportation forecasting and modeling assistance; GIS support; REMI forecasts; special traffic counts; and other technical assistance. The following list contains the major projects anticipated to require MPO technical support in FY2006. Projects marked with ◇ are those for which the final product is anticipated to have an impact on air quality in Bernalillo County. Other projects underway in the urban area which may also require MPO technical support are listed in Appendix C.

Major Projects

◇ Albuquerque Short and Medium Range Transit Planning. Lead Agency: City of Albuquerque Transit Department

Final product: Technical transportation-related activities regarding the planning, management, systems implementation, capital requirements and economic feasibility of the development of a multi-year Short Range Transit Plan, transit system operations improvements, transit facility construction and the Rapid Bus Project. This may include planning activities related to other medium range projects such as the high capacity/light rail plan and integration with the development of a regional transit district.

Schedule: Ongoing activities

◇ Double Eagle II Airport Access Road. Lead Agency: City of Albuquerque Aviation

Final Product: Reconstruction and widening of access road to accommodate potential development of Double Eagle II Airport and surrounding area

Schedule: Work complete in 2007

◇ I-25, Gibson to Isleta Boulevard, including Mesa del Sol Interchange. Lead Agencies: NMDOT and City of Albuquerque, Municipal Development. Study, analysis, design and construction for potential I-25 lane expansion and potential new interchange providing access from Mesa del Sol to I-25. Includes environmental review, preliminary engineering and design.

Final Product: Construction

Schedule: Study underway in FY2006. Expect completion and Federal approval in FY2007.

◇ I-25, Tramway to Bernalillo. Lead Agency: NMDOT

Final Product: Reconstruction and additional lanes

Schedule: Estimated project letting in FY2007

I-40/San Mateo Interchange. Lead Agency: NMDOT

Final Product: Interchange reconstruction

Schedule: Project expected to let in FY2007

I-40/West Central Interchange Improvements. Lead Agency: NMDOT

Final Product: Rehabilitation and improvements to existing interchange at current Paseo del Volcan (Haul Road)

Schedule: Study is underway. Reconstruction anticipated to be completed in FY2007.

◇I-40, Carlisle to Pennsylvania, Eastbound and Westbound lanes. Lead Agency: NMDOT

Final Product: Reconstruction and additional lanes

Schedule: Planning complete in Federal FY2005, with design completed in Federal FY2006.

Project estimated to let in FY2008.

◇I-40, Washington Overpass and San Mateo Interchange. Lead Agency: NMDOT

Final Product: Reconstruction and additional lanes

Schedule: Design completed in Federal FY2005, with reconstruction expected to begin in FY2006

◇I-40, West Central to Coors. Lead Agency: NMDOT

Final Product: Reconstruction of interstate with additional lanes, pedestrian overpass, and circulation improvements as recommended by the I-40/Coors study, including modifying the geometry of the I-40/Unser interchange and related frontage road system.

Schedule: Study underway. Project expected to let in FY2007.

NM45 (Coors), I-25 to Central. Lead Agency: NMDOT

Final Product: Reconstruction of main lanes and intersections

Schedule: Intersections completed in FY2005. I-25 to Rio Bravo will let in FY2007. Rio Bravo to Central is anticipated to let in FY2008.

◇ Second Street/Menaul Intersection Improvements. Lead Agency: City of Albuquerque

Final Product: Environmental documentation and preliminary engineering

Schedule: Study currently underway, with completion anticipated in 2005/2006

◇ US 550, Northwest Loop to I-25 Corridor Study. Lead Agency: NMDOT

Final Product: Corridor Study which will include intersection and interchange analysis

Schedule: Preliminary design and study expected to be completed in FY2006

Unser Corridor Study, Bernalillo/Sandoval County Line to U.S. 550. Lead Agency: Rio Rancho. This corridor study will use 20-year horizon traffic projections with turning movements at intersections to develop recommendations regarding lane capacity and right-of-way needs, and will propose access control strategies for commercial and residential growth.

Final Product: Construction

Schedule: Environmental documentation for Abrazo to Progress is complete, with Federal approval received in fiscal year 2005. Phases B and C continue. Construction is anticipated to begin in Federal FY2006.

Activities Completed in FY2005:

- Forecasts were completed for the City of Albuquerque for Montano Rd from Coors Blvd to 2nd St, to reflect adding lanes to the road and bridge
- Forecasts were completed for Sandoval County to reflect the Rio West development proposal in the Rio Puerco valley west of Rio Rancho
- Additional forecasts were provided for I-40/Coors including daily volumes at specific locations not included in the original forecast
- Additional technical support was provided for the High Capacity Transit study.

FY2006 Products/Measures of Effectiveness

- Technical support will be provided as requested in a timely fashion
- Further support will be provided to the Coors/I-40, University Extension, Paseo del Volcan/I-40 and other design teams, as needed

2.9 Modeling Environment

2.9.A Model Maintenance and Analysis

This activity provides for the maintenance and functional use of the MRCOG modeling and application environments. This includes maintaining accurate and current model inputs like land use layers and transportation networks, maintaining and updating software environments and programming code, and making changes to these environments, as appropriate.

Activities Completed in FY2005:

- External traffic input files for the travel model were updated and extended to 2035 in preparation for the next MTP
- Land use alternatives were modeled and run in conjunction with the travel demand model in order to provide technical support to proposed growth plans and transportation scenarios

FY2006 Products/Measures of Effectiveness

- Peak period analyses will be modified and studied to determine potential impacts of TDM measures on highly congested areas
- Integrating and modifying transit routes in the transportation model will be a continuous process so that the impact of transit on regional travel patterns can be better analyzed
- Additional modifications to the regional travel model based on the work of the MRG Connections consultant will be incorporated, when available
- Land use alternatives will continue to be modeled and run in conjunction with the travel demand model in order to provide technical support to proposed growth plans and transportation scenarios

2.9.B Model Enhancements

The models and applications that MRCOG maintains to conduct transportation and transportation related analyses for the region require constant evaluation and updates to ensure that they reflect currently-accepted modeling practice, the latest tools and technologies, and the most accurate data available. This ongoing effort is further enhanced by identifying and implementing tools that improve forecasting ability as well as the potential for assessing available data in new ways. This subtask provides for ongoing enhancements to the regional transportation forecasting model, the land use allocation model (LAM), the accessibility model and other applications used in the planning process, including the development of approaches to items not traditionally modeled.

Activities Completed in FY2005:

- The Transportation Accessibility Model network analysis was enhanced to incorporate the potential market available to the Commuter Rail project. The current network now includes data from Valencia County, Sandoval County and Santa Fe County.
- Additional editing tools and querying and summary statistics capabilities were added to the Transportation Accessibility Model for commuter rail and transit service market and alternative scenario analysis.

FY2006 Products/Measures of Effectiveness

- Transportation Accessibility Model enhancement will continue, including development of an accessibility indicator by mode of transportation
- A summary statistics tool that will aid in the implementation of the SR2S program will be developed
- Additional modifications to the regional travel model based on the work of the MRG Connections consultant will be incorporated
- Conversion of the travel model, with modifications, to a new modeling software

2006-3 LONG RANGE PLANNING

OBJECTIVE: To develop planning products for the long range time period that reflect the planning guidance of 2006-1 and the information gathered in 2006-2.

GENERAL DESCRIPTION: Under this activity, the MPO develops, submits for public review and publishes long range planning products that meet federal requirements and reflect the MPA planning needs and process.

3.1 Metropolitan Transportation Plan

As required by TEA-21, the Metropolitan Transportation Plan (MTP) is updated every three years. The 2025 MTP received Federal approval of its conformity analysis in November 2003. Updates and refinements to the MTP are also carried out under this activity. The MTP addresses all modes (transit, roadways, bicycle, air, pedestrian and rail) and strives to approach transportation planning for the region in a holistic manner.

Activities Completed in FY2005:

- Local adoption of the 2025 MTP GRIP Amendment and USDOT approval of the related air quality conformity analysis
- MPO staff continued to monitor MPA transportation projects to ensure consistency with the 2025 MTP
- Coordination with NMDOT Planning to provide linkage between the MPO Metropolitan Transportation Plan and the State-Wide Long Range Plan Update
- Initiation of work on the 2035 MTP Update, including development of 2003 socioeconomic estimates, establishment of the 2035 MTP Technical Advisory Group, initial revenue projections, and development of a mission statement, goals and objectives

FY2006 Products/Measures of Effectiveness:

- Substantial development of the 2035 MTP Update, including updates to the long range system maps and incorporation of the maps into the long range planning process. Update will include extensive public involvement
- Continued monitoring of MPA transportation projects to ensure consistency with the 2025 MTP
- Continue to address the incorporation of long range access policy issues into the metropolitan transportation plan development and maintenance process.

3.2 Bicycle/Pedestrian Planning

This task provides for regional bicycle and pedestrian planning. This activity also includes support for the City of Albuquerque's Act Now! project travel demand management (TDM) efforts as well as bicycling and pedestrian activities and projects. This includes liaison with the Greater Albuquerque Recreational Trails Committee (GARTC), the Greater Albuquerque Bicycle Advisory Committee (GABAC), 1000 Friends of New Mexico, Albuquerque Walks!, and the State-wide Bicycle/Pedestrian/Equestrian Advisory Committee (BPE).

Activities Completed in FY2005:

- The accessibility model were used to develop pedestrian access analyses to different destination points based on project type. The analyses were done by population group characteristics
- Further enhancements to the accessibility model were undertaken
- Staff continued working with and providing information to pedestrian advocacy groups throughout the region
- The bicycle and pedestrian count data accumulated as part of the turning movement count program was used as one of the inputs for identifying future work products for this activity
- Continued work with GARTC, GABAC and other groups, was done as appropriate
- Assistance to the State Bicycling/Pedestrian/Equestrian coordinator in addressing bicycling issues related to the interstate system in the MPA
- The Walking/Biking Advisory Group continued to meet regularly
- Work to update to the Long Range Bikeway System map was accomplished using a regional approach
- New opportunities to bring technical training that focuses on bicycle and pedestrian issues were identified
- Steps were taken toward the development of a "Safe Routes to School Program" (SR2S) for the region

FY2006 Products/Measures of Effectiveness

- The accessibility model will be used to develop pedestrian access analyses to different destination points based on project type. The analyses will focus on population group characteristics
- Further enhancements to the accessibility model will be undertaken with the goal of developing and accessibility indicator, and have summary querying capabilities by user defined areas
- Staff will continue working with and providing information to pedestrian advocacy groups throughout the region
- The bicycle and pedestrian count data accumulated as part of the turning movement count program will be used as one of the inputs for identifying future work products for this activity
- Continued work with GARTC, GABAC and other groups, as appropriate
- Assistance to the State Bicycling/Pedestrian/Equestrian coordinator in addressing bicycling issues related to the interstate system in the MPA

- The Walking/Biking Advisory Group will continue meeting regularly
- Staff will develop a methodology to address pedestrian issues from a regional perspective
- New opportunities to bring technical training that focuses on bicycle and pedestrian issues will be pursued.
- The steps necessary for development and implementation of a “Safe Routes to School Program” (SR2S) for the region will be taken.
- Analyze crash data for bicycle and pedestrian crashes to identify key elements that could be addressed in future projects.
- Planning efforts related to the Bosque Trails Plan initiative

3.3 ITS Regional Planning

Under this activity MRCOG staff works with local agencies to promote implementation of the adopted ITS plan. The plan identifies ITS projects for the planning area from a system-wide regional planning perspective. The plan establishes a phased implementation program that identifies specific ITS projects and includes estimates of project benefits and costs. Other activities that may occur under this subtask include identification of additional funding sources for the identified projects, and review and comment on TIP projects from an ITS perspective.

Activities Completed in FY2005:

- The FY04 Service Plan was updated as appropriate and results were submitted to FHWA
- The ITS Architecture was evaluated for necessary updates and results were submitted to the FHWA as appropriate
- The ITS Subcommittee reviewed projects proposed for inclusion in the 2006-2011 ITP and provided comments to the TPTG

FY2006 Products/Measures of Effectiveness

- Continue implementation of the ITS Regional plan
- Refine ITS subcommittee coordination within the TIP and MTP development process
- Maintain, review, and coordinate compliance with the ITS Regional Architecture
- The FY05 Service Plan will be updated and submitted to FHWA, as needed
- Reevaluate the purpose and need of the ITS Subcommittee, and propose reorganization and change in focus, as appropriate
- Assist in the integration of ITS across jurisdictions, including incident response and freeway/arterial management
- Integrate incident management (CMS) and ITS activities, as appropriate

3.4 Transit Planning

Under this subtask, MPO staff facilitates transit planning throughout the metropolitan planning area. This work includes facilitating development of a regional consensus regarding implementing a regional transit district (see section 5.1), technical support to transit projects, and coordination with local transit partners, as appropriate.

Activities Completed in FY2005:

- Provided assistance to the City of Albuquerque in a review of Transit Department operations and organizational structure
- Provided assistance to the counties of Sandoval and Valencia through a “transit visioning” process to develop a prioritized list of public transportation system concerns. This list will be used in the development and implementation of a transit service plan
- See Section 5.1

FY2006 Products/Measures of Effectiveness

- Continue to provide assistance to the City of Albuquerque Transit Department, as requested
- See section 5.1

3.5 Air Quality Planning

Activities under this subtask focus on assessing and mitigating the impact of mobile-source pollutants. These efforts include providing technical assistance to member jurisdictions participating on the Transportation Conformity Technical Committee, developing CMAQ programming criteria, providing project-level CMAQ analyses for programming purposes, completing a CMAQ program annual report, and developing conformity analyses for the appropriate transportation plans and programs. In addition, MPO staff facilitates efforts to improve air quality in the urban area by providing technical support to the City of Albuquerque Environmental Health Department.

Activities Completed in FY2005:

- The FY2004 CMAQ report was prepared and submitted to the US DOT
- Air quality conformity analysis for the 2025 MTP Amendment for the GRIP projects was completed and received local and USDOT approval
- Close coordination was maintained with the Transportation Conformity Technical Committee on transportation issues related to air quality
- Technical support to local governments was provided for air quality conformity issues
- Travel model VMT, congested VMT, and Mobile 6.2 EPA emissions model outputs were used as inputs to a ranking system that was created for evaluation of competing TIP projects that add roadway capacity
- Consultation with FHWA, EPA, local governments and the City of Albuquerque Environmental Health Department regarding the identification and air quality assessment of local funded transportation projects that are regionally significant
- Continued to inform local officials of the potential impacts of ozone nonattainment status

FY2006 Products/Measures of Effectiveness:

- The FY2005 CMAQ report will be prepared and submitted to the US DOT
- Conformity analyses will be completed as needed for any TIP and MTP amendments or updates
- Close coordination will be maintained with the Transportation Conformity Technical Committee on transportation issues related to air quality
- Technical support to local governments will be provided for air quality conformity issues
- MRCOG staff will continue to coordinate mobile source emission reduction efforts with Air Quality Division personnel
- Continued consultation with local governments and Environmental Health Department regarding the identification and air quality assessment of locally and privately funded transportation projects which may be regionally significant
- Efforts will continue to inform local officials of the potential impacts of ozone nonattainment status

2006-4 SHORT RANGE PLANNING

OBJECTIVE: To develop refined planning products for the near term to program and implement the plans and projects derived from the long range planning in 2006-3.

GENERAL DESCRIPTION: Under this activity, the MPO develops, submits for public review and publishes short range planning and programming products that meet federal requirements and reflect the MPA planning needs and process.

4.1 Transportation Improvement Program

Under this task, MPO staff develops and manages the TIP while continuing to identify and implement improvements to these processes. These efforts include developing and institutionalizing a criteria-based project selection methodology, implementing new TIP software, exploring options to maximize staff effectiveness, and coordinating with NMDOT to enhance the link between the TIP and STIP.

Activities Completed in FY2005:

- Enhancements to the TIP Policies and Procedures were completed, approved and implemented. These enhancements included the addition of an analytical step to the TIP project evaluation process. The analysis was completed by MRCOG for all new TIP projects during development of the 2006-2011 TIP
- Travel model VMT, congested VMT, and Mobile 6.2 EPA emissions model outputs were used as inputs to a ranking system that was created for evaluation of competing TIP projects that add roadway capacity
- At least eight amendments to the TIP were developed and processed in a timely manner. This included development of a TIP amendment to add project funds made available by the GRIP legislation
- Approximately 20 administrative amendments to the TIP were developed and processed in a timely manner
- The 2006-2011 TIP and accompanying conformity analysis was completed and provided to NMDOT for incorporation into the State TIP
- Staff continued to work with the NMDOT to develop and implement improved STIP/TIP procedures
- An annual listing of authorized TIP projects was developed and published
- MRCOG identified, developed and implemented needed enhancements to the software currently in use for TIP development and maintenance
- Enhancements to the monitoring process for TIP projects were established, in the form of semi-annual progress reports to be provided by the project lead agencies
- The annual CMAQ report for FY04 projects was submitted electronically through the FHWA UPACS internet site

FY2006 Products/Measures of Effectiveness:

- Administrative and MTB amendments to the TIP will be developed and processed in a timely manner

- Coordination with the NMDOT to implement the results of the STIP Working Group will continue
- MRCOG will continue to identify, develop and implement enhancements to the TIP software, as appropriate
- Assure that projects funded through grant-making processes such as Scenic Byways and others are included in the TIP in a timely manner, and that any needed input from the MPO is provided to the grant process
- Development and publication of an annual listing of authorized TIP projects
- Work with NMDOT to identify the structure, plan and impact of debt service commitments
- Continue to implement enhancements to the monitoring process for TIP projects
- Implement the new FHWA CMAQ project tracking system, when it is received

4.2 Congestion Management System

The CMS for the MPA provides a mechanism for monitoring systemwide and link-based performance data such as travel time and travel speed, volume/capacity, level of service (LOS), delay, etc. that can be used in the project development process and in the development of metropolitan transportation plans and transportation improvement programs. CMS implementation will provide comprehensive information on the status of system operations so citizens, elected officials and member agency staff will have up-to-date information regarding congestion levels and implemented strategies. This information will also provide inputs to the process for defining, assessing and prioritizing projects to mitigate congestion in the MPA, especially in relation to the work of the Intelligent Transportation System (ITS) Subcommittee and the ITS Regional Plan. This activity also includes the completion of an incident management assessment and coordinating implementation of the resulting recommendations.

Activities Completed in FY2005:

- Staff participated in the 2004 Incident Management Assessment and the results were transmitted to the FHWA
- Data collection continued and processing applications were refined
- Integration of CMS data and system performance reporting/monitoring into the TIP and MTP programming processes were initiated. Methodologies were refined and evaluated for inclusion in TIP and MTP development as appropriate
- CMS travel time data were developed for inclusion in the 2003 Local Motion document
- Staff considered the development of an Incident Management Implementation Plan following the results of the 2004 Traffic Incident Management (TIM) Assessment. The 2004 TIM report identified a primary need to develop integrated procedures and practices for IM staff and agencies within the AMPA.

FY2006 Products/Measures of Effectiveness

- CMS integration into the TIP and MTP processes will be evaluated and refined as necessary
- The annual TIM assessment will be evaluated and results will be incorporated into MRCOG operations as appropriate
- Development of the CMS will continue and will be updated as necessary.

2006-5 SPECIAL STUDIES & PROJECTS

OBJECTIVE: To develop planning products that reflect the information gathered in 2006-2 and the decision-making process of 2006-1 and provide input to the products developed in 2006-3 and 2006-4.

GENERAL DESCRIPTION: Under this activity, the MPO develops specialized planning products that reflect the MPA planning needs and process. Funding for these projects is provided outside the usual Federal Planning funds process but it critical to maintaining these activities, which provide critical inputs to a constantly-improving transportation planning process.

5.1 Regional Transit District

During the 2003 legislative session regional transit district (RTD) enabling legislation was passed and later signed by Governor Richardson. This legislation allows two or more governmental units to create an RTD, which must then be certified by the New Mexico Transportation Commission. MRCOG staff participated in the drafting of the enabling legislation and is coordinating the RTD efforts in the Mid-Region. To date, the counties of Bernalillo and Valencia, the city of Belen, town of Bernalillo, and the villages of Los Lunas, Los Ranchos de Albuquerque, and Bosque Farms have voted to form a regional transit district.

Activities Completed in FY2005:

- Detailed discussions with various elected officials and city/town/village administrators concerning how an RTD could assist in meeting local transit needs
- RTD presentations
- Approval of the RTD contract by seven governmental units

FY2006 Products/Measures of Effectiveness:

- Adoption of RTD Bylaws
- Certification of an RTD by the New Mexico Transportation Commission
- Development of an RTD service plan
- Approval of the RTD service plan

5.2 Commuter Rail Service

Under this activity, MRCOG staff is spearheading the re-introduction of commuter rail to the Mid-Region area by acting as the lead agency for development of a Demonstration Project between Belen and Bernalillo. This work includes coordination with the Burlington Northern Santa Fe (BNSF) railroad, NMDOT in their work on the Albuquerque to Santa Fe Rail study, and the various local jurisdictions.

Activities Completed in FY2005:

- Conducted community meetings presenting the commuter rail project and proposed platform locations in each jurisdiction with a commuter rail platform
- Conducted design charrette resulting in preliminary conceptual designs for platforms
- Completed environmental, cultural and hazardous materials studies for each of the platform locations
- Finalized locations of commuter rail platforms in the Belen to Bernalillo corridor
- Organized a committee to pursue and evaluate public art opportunities on commuter rail platforms
- Made numerous presentations to community organizations, business associations and public and private groups about the commuter rail service
- Initiated and completed much of the required land procurement
- Completed conceptual designs and engineering for commuter rail platform
- Continued negotiations for an agreement with BNSF
- Issued RFPs for passenger cars and locomotives, and awarded contracts
- Issues RFP and awarded contract for operating agreement for rail service
- Completed preliminary research and initiated a marketing plan
- Began dialogue with the City of Albuquerque Transit Department regarding coordinating service and the use of space at the Alvarado Transportation Center
- Developed preliminary shuttle route design to service Downtown Albuquerque
- Developed preliminary service plan showing hours, times, and frequency of service.

FY2006 Products/Measures of Effectiveness

- Complete agreement with BNSF
- Complete construction of commuter rail platforms
- Complete required track improvements
- Provide commuter rail service, Belen to Bernalillo
- Complete and initiate service plan at inception of commuter rail service
- Continue working with Sandia Pueblo to complete environmental documentation related to Sandia platform

5.3 United We Ride – New Mexico

The Presidential Executive Order on Human Service Transportation Coordination calls for federal agencies that provide funding for public transportation for people who are transportation disadvantaged to establish a coordinated system for the provision of those services. At the direction of the State legislature, the New Mexico Departments of Transportation and Human Services are co-chairs of a similar effort to implement coordinated publicly funded transportation services within every New Mexico County. As part of the implementation of that effort, a pilot program for the state has been established in Valencia County with MRCOG acting as project manager. The County of Valencia, City of Belen, Village of Bosque Farms, and the Village of Los Lunas are participating in this effort.

Activities Completed in FY2005:

- Information was compiled regarding organizational structures for coordinated transportation services
- A draft organizational structure report was prepared
- Presentations by individuals who are responsible for coordinated transportation services in other areas of the country.

FY2006 Products/Measures of Effectiveness

- Development of needs assessment
- Development of coordinated transportation organizational structures
- Development of any draft legislation that may be needed to eliminate conflicts between policies of different departments
- Implementation of coordinated transportation services program

5.4 Valencia County Mobility Plan

This activity will result in a transportation plan for Valencia County that considers key links to the metropolitan planning area as well as internal circulation needs in the County, including alternatives modes of transportation. The Plan will build on the general long range transportation work already completed for Valencia County by the RPO and the results of the United We Ride effort (see Task 5.3) and MRCOG's population, employment and land use data for Valencia County. The result will be a long range, multimodal, intermodal transportation plan with a full public involvement component as part of the development process.

Activities Completed in FY2005:

- A Work Authorization was developed and signed by the appropriate parties
- Transportation and socioeconomic data for the County was updated
- A committee structure was instituted consisting of a Transportation Steering Committee and a Technical Advisory Group
- Formal action was obtained from each of the local jurisdictions concurring in the need for a county-wide transportation plan and directing their officials and staff to participate in development of the plan
- Draft goals and objectives were developed based on the goals and objectives already developed for the comprehensive plans for the various County jurisdictions. A public involvement process was initiated and completed.
- Alternatives were developed based on the goals and objectives and the updated data. The alternatives were submitted to the public for review and comment.
- Periodic updates on Plan development were provided to the local jurisdictions' governing bodies
- A public involvement plan was developed and implemented

FY2006 Products/Measures of Effectiveness

- Periodic updates on Plan development will be provided to the local jurisdictions' governing bodies
- The public involvement plan will be implemented, and updated as needed
- Following completion of public review of the alternatives, a draft Plan will be developed by staff in close coordination with the Steering Committee and Technical Advisory Group
- The draft Plan will be submitted to the public for review and comment
- Comments received during the review period will be compiled and staff will work with the Steering Committee and Technical Advisory Group to develop a set of final recommendations
- Each local governing body will be requested to take formal action accepting the final Plan, as recommended
- The adopted Plan will be printed and distributed

APPENDIX A

Budget

BUDGET TABLES WILL BE INSERTED HERE

APPENDIX B
Related Correspondence and Concurrences

APPENDIX C

Transportation Planning Process

Transportation Planning Process

The Mid-Region Council of Governments (MRCOG) is an association of local governments which is designated as the metropolitan planning organization (MPO) for the Albuquerque Metropolitan Planning Area (MPA) (Figure B-1). As the MPO, MRCOG is responsible for the continuing, coordinated, and comprehensive transportation planning process described in Federal law¹, including responsibility for developing an annual Unified Planning Work Program (Work Program). In compliance with Federal regulations MRCOG prepares each Work Program in cooperation with local governments, the New Mexico Department of Transportation, Federal Highway Administration, and the local transit agency, the City of Albuquerque Transit Department.

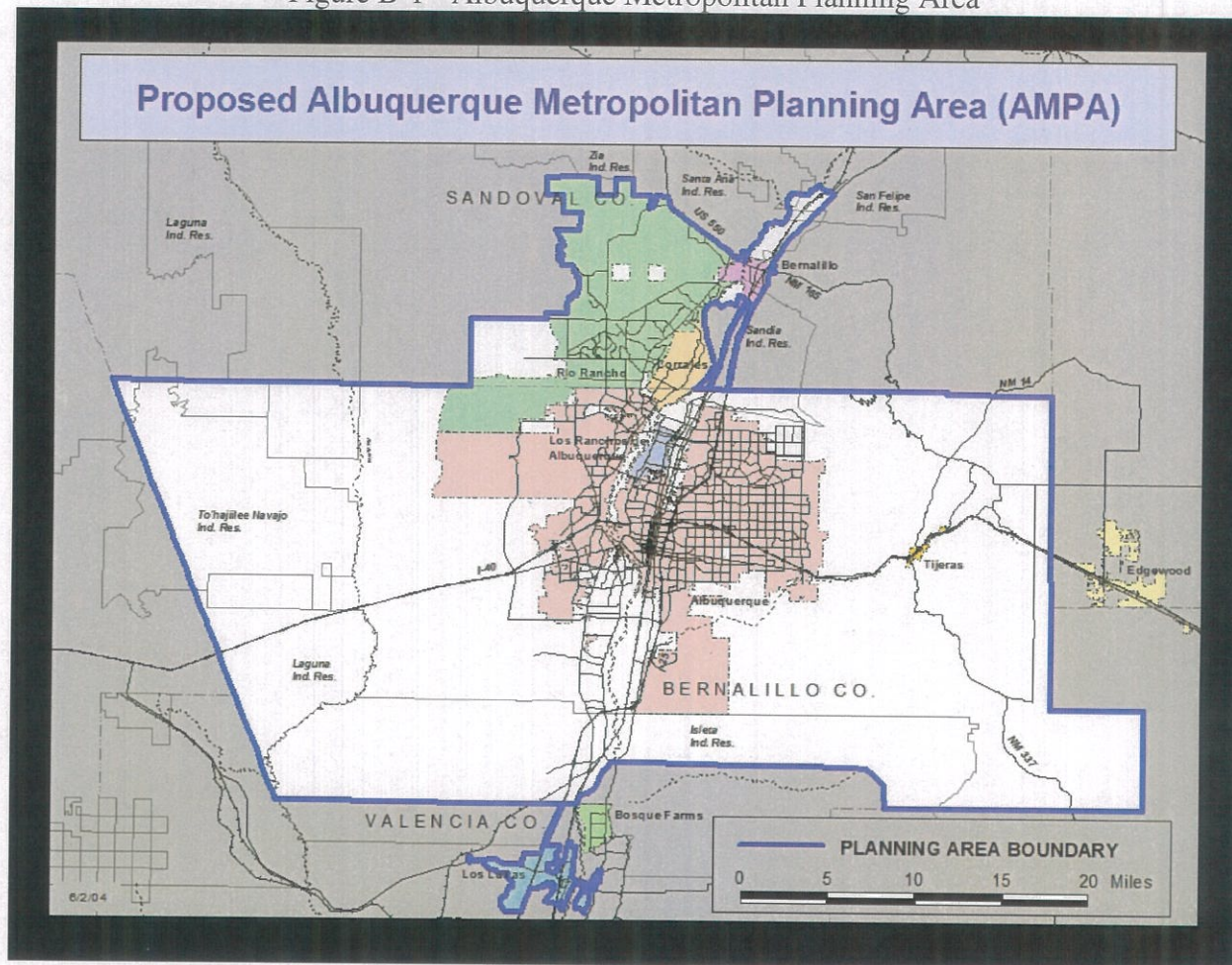
The Work Program reflects the planning activities and programs required by Federal regulation as well as MRCOG agreements and contracts with the NMDOT and the U.S. Department of Transportation (USDOT). In addition to its role as the MPO, MRCOG acts as the regional planning organization (RPO) for the part of SPDD3 that lies outside the MPA. MRCOG carries out this process through a separate work program.

As can be seen in FIGURE B-1, the MPA contains the Census-defined urbanized area, as well as the adjacent areas that are expected to be urbanized in the next 20 years and the maintenance area for carbon monoxide. Because of increased growth in the areas immediately outside the MPA, MRCOG maintains a travel forecasting model that includes Valencia County and southern Sandoval County. All other MPO activities and the resources to support them are limited to the MPA. The transportation planning process is cooperative, multi-modal and multi-jurisdictional. Figure B-2 shows the jurisdictions and agencies involved in the process. Each participant provides input to the plans, programs and projects throughout the process.

The local elected officials who form MRCOG's Metropolitan Transportation Board (MTB) provide general policy direction for developing the Work Program. The MTB consists of representatives from the various governments within the MPA, including the NMDOT. This includes the City of Albuquerque, which also is the designated recipient for FTA funds in the urban area. The United State Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Albuquerque/Bernalillo County Air Quality Control Board (AQCB), Isleta Pueblo, Sandia Pueblo, and Kirtland Air Force Base serve as advisory members to the MTB.

¹ '23 U.S.C. 134, 23 CFR 450, Subpart C, and Section 8 of the Federal Transit Act

Figure B-1 - Albuquerque Metropolitan Planning Area



NMDOT, City of Albuquerque Transit Department and City of Albuquerque Environmental Health Department staff also serve on the Policy Board's Transportation Coordinating Committee (TCC) and participate in the TCC's Transportation Program Task Group (TPTG). The TCC is the technical advisory committee to the MTB. The City of Albuquerque Environmental Health Department provides staff support to the AQCB. The Environmental Health Department has voting membership on the TPTG and TCC, while the AQCB is an advisory member to the TPTG and TCC.

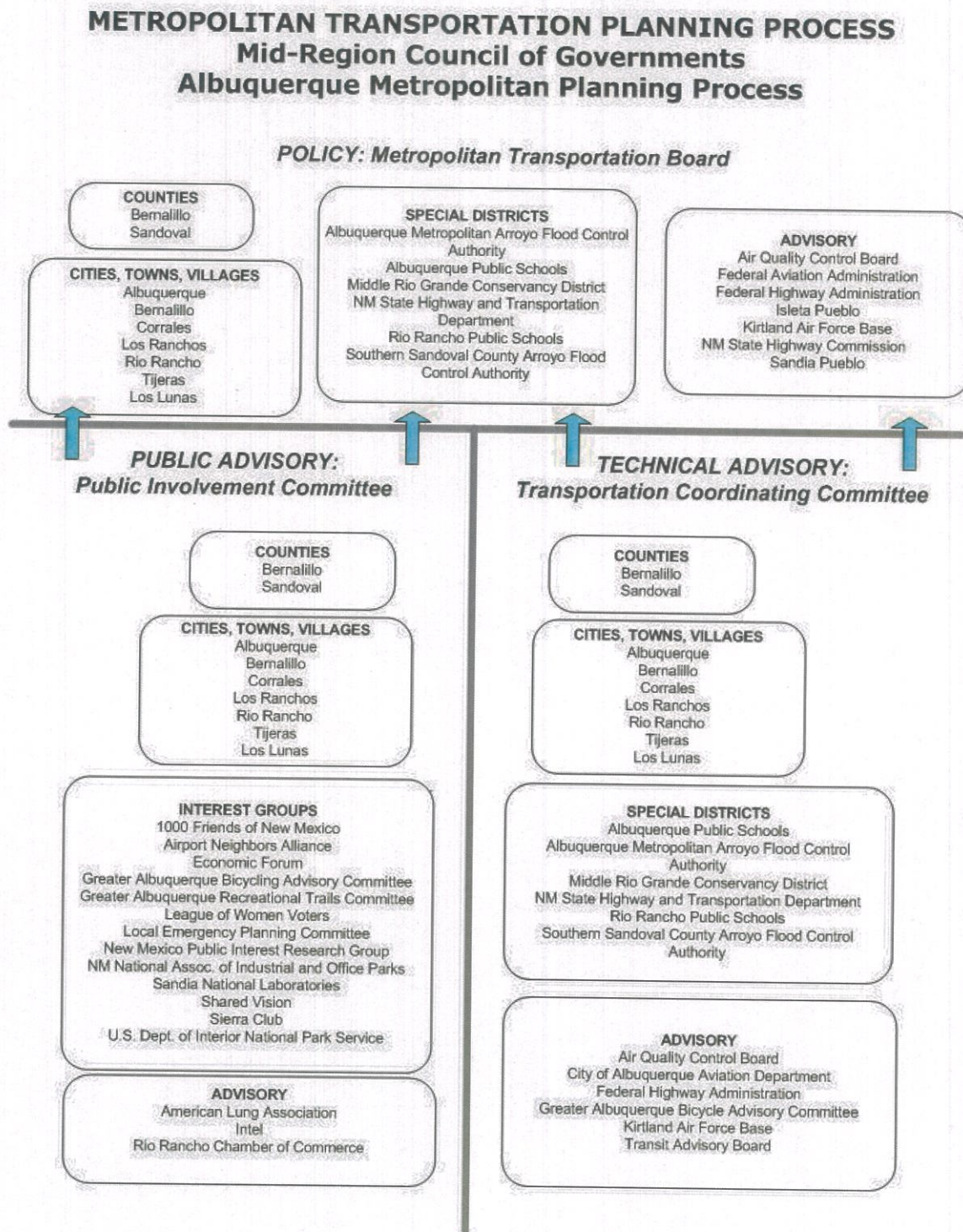
The Public Involvement Committee (PIC) is the citizen advisory committee to the MTB. PIC membership includes representatives from each Albuquerque City Council and Bernalillo County Commission district, the City of Rio Rancho, the Town of Bernalillo, the Villages of Los Lunas, Los Ranchos, Tijeras and Corrales, and Sandoval County. In addition, the PIC includes members from other interested groups such as the Greater Albuquerque Chamber of Commerce, League of Women Voters, and the Sierra Club.

Public involvement is provided through the MPO's public involvement process, which is described in detail in *Public Involvement Procedures for the Urban Transportation Planning Process* (P-05-01).

Before the Work Program is developed, MPO staff consults with local agency and NMDOT staff to identify anticipated needs for transportation planning projects in the next fiscal year. The technical assistance that may be requested from MRCOG is estimated using this information. A preliminary draft document is prepared by MRCOG staff and a review meeting is held with the NMDOT, Federal modal representatives, and City of Albuquerque Transit. The results of this meeting are provided to the MTB. Based on input from staff and the MTB's Transportation Coordinating Committee, the MTB formulates a recommendation to the MRCOG Board of Directors. The Work Program and budget for the upcoming fiscal year is then presented to the MRCOG Board for approval. These activities all occur at meetings that are well advertised and open to the public. An outline of FY2006 Work Program development activities is provided in Table 1.

Table B-1 Development and Approval Process for FY2006 Work Program	
December 2005 thru January 2006	MRCOG develops initial draft Work Program
February 16, 2005	Coordination meeting. Invitees: NMDOT, FHWA, FTA and City of Albuquerque Transit Department
Late February 2005	MRCOG completes draft document
March 11, 2004	Transportation Coordinating Committee (TCC) review and recommendation to Metropolitan Transportation Board (MTB)
March 17, 2003	Metropolitan Transportation Board (MTB) review and recommendation to Board
April 14, 2005	MRCOG Executive Board review and approval

Figure B-2 Metropolitan Transportation Planning Process for the AMPA



2/3/05

**TITLE VI, FEDERAL TRANSIT ADMINISTRATION (FTA)
CIRCULAR 4702.1 (1988)**

**PROGRAM - SPECIFIC REQUIREMENTS FOR METROPOLITAN PLANNING
ORGANIZATIONS (111-9)**

1. Assessment of Planning Efforts

The organizational structure for the overall transportation planning process within the Albuquerque Metropolitan Planning Area (MPA) is depicted in FIGURE B-1. The basic concept underlying this structure is cooperative "local determination" through representative government. Representatives from all levels of government participate in the local planning and decision-making process and advise on technical, administrative, and legal matters of concern.

Policies that guide the process and determine priorities for system improvements are set by local officials representing the general and special purpose units of government in the MPA who are represented on the Mid-Region Council of Governments' (MRCOG) Metropolitan Transportation Board (MTB). MTB advisory members represent various federal and state agencies that provide funding and other assistance for transportation system concerns.

An important advisory function is performed by the City of Albuquerque Environmental Planning Commission (EPC), the Bernalillo County Planning Commission (CPC), the Albuquerque/Bernalillo County Air Quality Control Board (AQCB), and other boards and commissions appointed by the member local governments within the Albuquerque urban area. The insight and experience of these groups assist in placing transportation related problems into perspective with other development activities and functional elements of comprehensive planning for the entire area.

Staff recommendations come to the MTB through the Transportation Coordinating Committee (TCC). The TCC brings together higher-level staff people representing a broad range of professional expertise and areas of operational responsibility. These representatives, along with others from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the AQCB provide a staff-level forum for inter-agency coordination and technical guidance. When focusing on specific components of the planning process, the TCC often creates task groups. Task groups are composed of technical personnel from local, state and federal agencies and other public and private organizations who have specific areas of expertise and interest for the topic under discussion.

The MTB's Public Involvement Committee (PIC) acts in an advisory capacity to the MTB on transportation issues. The Committee is made up of nine (9) representatives from the City of Albuquerque neighborhood associations (one each from the nine City of Albuquerque Council Districts); six (6) representatives from Bernalillo County (one each from the five Bernalillo County Commission districts plus one representative from the West area); one (1) representative each from the citizenry of the Town of Bernalillo, Sandoval County, the Village of Corrales, the Village of Los Lunas, the Village of Tijeras, and the Village of Los Ranchos de Albuquerque;

two (2) representatives from the citizenry of the City of Rio Rancho; one representative from the National Park Service; and twelve (12) representatives (one representative per group) from groups which demonstrate an interest in transportation issues and petition the MTB for appointment. The PIC meets on a regularly-scheduled basis. It acts in an advisory capacity to the MTB for transportation public involvement concerns in the Albuquerque Metropolitan Planning Area.

Any projects in the Work Program for which consulting services are required are submitted for bid following established procedures that include notification of qualified minority businesses. In addition, any firm selected must agree to follow accepted procedures to ensure nondiscrimination by their firm. Such assurances are made a part of the contract.

Public transportation projects included in the TIP and implemented by the local transit provider, the City of Albuquerque, are in conformance with federal regulations. The City of Albuquerque's Transit Advisory Board plays a key role in this process.

2. Monitor Title VI Activities

A. MRCOG maintains a continuous surveillance system of socioeconomic characteristics by geographic area within the urban area. Information is compiled and maintained by census tract and sub-tract geographic areas such as Data Analysis Subzones (DASZ) and census blocks, and includes the latest census data and local updates. MRCOG works closely with the Bureau of the Census in defining geographic areas for which census data will be reported from the decennial census. An important consideration in this work is ensuring homogeneity of geographic areas so small diverse populations can be identified along with the data associated with those populations. The data is then utilized in evaluating the impact of service changes and other activities, especially as they relate to minority populations.

B. MRCOG provides technical assistance to local transportation providers in updating and developing Title VI information, primarily in the provision of socioeconomic data.

3. Information Dissemination

Information related to transit service and improvements is disseminated in several ways. Major service changes, especially service reductions, are subject to public hearing. Major policy changes are included in the City of Albuquerque's Transit Development Program (TDP). This document and its updates are subject to the public review process of the City of Albuquerque, which includes public hearings and meetings before the City Council and its committees. Public notice is provided for each of the hearings and meetings as described in the open meeting policy required of all public agencies by State Statute. The City of Albuquerque open meeting policies include adequate notice of meetings through general circulation newspapers.

In addition, the City of Albuquerque's Transit Advisory Board and Transit Advisory Committee for the Mobility Impaired meet regularly to advise the City of Albuquerque Transit Department and make recommendations on various transit issues and activities.

4. Minority Participation in the Decision-Making Process

As noted previously, the basic concept underlying the transportation planning process is local determination through representative government. Constituent representatives from all levels of government, especially elected mayors, city councilors and county commissioners, are involved in the local decision-making process. Local neighborhoods contact their elected and appointed officials to express their views in addition to testifying at public meetings and hearings held by the various local governments. These concerns and desires are then brought to the collective forums for discussion and resolution. The City of Albuquerque's Office of Neighborhood Services (ONS) routinely notifies neighborhood associations of activities affecting their neighborhoods. In fact, the City of Albuquerque has a policy which mandates that a notice of all major activities proposed by the departments be provided to the ONS for dissemination to the neighborhoods. The ONS also aids MRCOG in disseminating information. Groups representing minority interests such as the NAACP and the Hispano Chamber of Commerce have been invited to name representatives to the PIC.

5. Minority Representation on Decision-Making Bodies

Minority populations are well represented throughout the process both on decision-making bodies and their appointed advisory bodies.

APPENDIX D
Transportation Studies In The Albuquerque Metropolitan Planning Area
For Coordination Purposes

Alameda, Interstate 25 to Paseo del Norte. Lead Agency: Bernalillo County
Final Product: Right of way preservation in FY03/FY04, roadway reconstruction thereafter in later years as funding allows
Schedule: Finding of No Significant Impact (FONSI) has been approved. Right of way acquisition is underway.

◇ Albuquerque Transportation Demand Management. Lead Agency: City of Albuquerque Transit Department

Final product: Increase in the number of citizens using alternative modes to access work and recreational opportunities. Activities include promotion of bicycle and transit options, Rideshare program, support to local businesses in promoting alternative transportation modes, and surveys to obtain information about potential transit ridership. Data received from these potential choice riders provides valuable input into planning for future transit needs.

Schedule: Ongoing activities

Bernalillo Mainstreet Streetscape Plan and Façade Improvement Program. Lead Agency: Town of Bernalillo

Final Product: Infrastructure enhancement of public right-of-way. Project purpose is to promote and protect the special character and human scale of development along Main Street, including enhancement of the historical and cultural elements. Proposed project includes changes to roadway, new sidewalks and street crossings, and new lighting, street furniture and landscaping.

Schedule: Design guidelines developed in 2002. Design guidelines and Façade Improvement Program adoption in 2003. Construction to begin in calendar year 2006.

Central Avenue Streetscape Master Plan. Lead Agency: City of Albuquerque - Planning

Final Product: Completion of Phase One construction documents to tie into City of Albuquerque Bus Rapid Transit initiative. Phase One construction documents for a roundabout at Central and 8th Street are underway. Construction is anticipated to begin in early FY2006.

Schedule: FY2006

◇ Eubank, Academy to Paseo del Norte. Lead Agency: Bernalillo County

Final Product: Roadway reconstruction

Schedule: FONSI has been approved. Right-of-way acquisition to preserve right of way is underway. Roadway reconstruction is anticipated as funding allows.

◇ I-40/Coors Interchange. Lead Agency: NMDOT

Final Product: Reconstruction of interchange

Schedule: Final alignment study completed in early FY2005

Interstate Corridor Enhancement Plan Implementation Plan. Lead Agency: City of Albuquerque – Municipal Development (CIP). Implementation of plan for aesthetic design of Interstates 25 and 40 corridors.

Final Product: Conceptual plans for I-25/I-40 landscaping.

Schedule: I-40 East plans completed in FY2005. I-40 West plans anticipated for FY2006. I-25 plans will follow.

Interchange Retrofit Planning and Design - San Mateo. Lead Agency: NMDOT

Final Product: A schematic design consistent with the ICEPlan design framework will be prepared for the San Mateo Interchange. It will then be incorporated into the contract documents prepared by the NMDOT engineering consultants.

Schedule: Schematic development was completed in Federal FY2004. Detailed design is anticipated in FY2006, with construction in FY2007.

◇ Rapid Transit Project. Lead Agency: City of Albuquerque, Transit Department

Final Product: Based on the recommendations of the completed Alternatives Analysis, the preliminary Draft Environmental Impact Statement (DEIS) will be completed. Pending Federal Transit Administration review and approval, the DEIS will be released and public hearings will be scheduled.

Schedule: Complete FY2005

Uptown Pedestrian First Project. Lead Agency: City of Albuquerque, Transit Department

Final Product: This project will program, design and fabricate a wayfinding signage system, street crossing improvements and pedestrian system improvements. A public involvement program will seek involvement of area stakeholders including residents, businesses, property owners and other affected parties.

Schedule: Complete FY2006.

Completed Activities in FY2005:

Rio Rancho Vision 2020 Transportation Study. Lead Agency: City of Rio Rancho, Development Department Planning Division. This is a city-wide plan to determine future corridor needs in support of the adopted comprehensive plan.

Final Product: Transportation Study

Schedule: Study completed in Federal FY2005.

University Boulevard Extension, University/Rio Bravo to Mesa del Sol. Lead Agency: Bernalillo County/City of Albuquerque

Final Product: Construction of preferred alternative

Schedule: Bernalillo County received Finding of No Significant Impact in FY2005. City of Albuquerque took over design work, which was completed in FY2005. Construction is anticipated in FY2006.

Isleta Boulevard, Phase II. Lead Agency: Bernalillo County

Final Product: Construction of preferred alternative

Schedule: Design and State Infrastructure Bank loan package were completed in FY2006. Construction is anticipated in FY2006.

I-40, Rio Puerco to Milepost 145.5 (Canoncito). Lead Agency: NMDOT
Final Product: Reconstruction of interstate with potential auxiliary lanes at the Rio Puerco interchange to enhance functionality.
Schedule: Design in Federal FY2004. Majority of construction completed in FY2005.